

ROAMER STOCK CAR MAKES FIVE WORLD SPEED RECORDS AT DAYTONA

NEW DUESENBERG MOTOR PROVES UP IN GRILLING TEST

Popular Model Surprises Motordom With Amateur Driver at Wheel.

A regular stock Roamer chassis, equipped with a Duesenberg motor, driven by an amateur, created five new world records recently at Daytona, Fla., making a measured mile in 34.26 seconds, or at the rate of 105.1 miles per hour.

New records were also established for two, three, four and five miles. Time for five miles was 2 minutes 51.48 seconds, or at the rate of 102.7 miles per hour. Timing was under the supervision of A. A. A. officials. Coming as the record does upon the accomplishments of other cars in the world's foremost racing drivers the performance of the Roamer, in view of the high speed

attained in the hands of an amateur driver is particularly remarkable. Automobile manufacturers as well as the motoring public had believed that the speed record for stock cars had been attained, but the Roamer driven by L. F. Goodspeed, an amateur, is now the world's champion, and the Roamer holds five world's speed records for stock cars. About four years ago, Ralph Mulford established a new world record with a stock car of another make. This record was never broken until Mulford himself in January of this year drove another stock chassis at the rate of 102.3 miles per hour, beating his previous record by one-tenth of a second.

Mr. Goodspeed, making a record of 2.3 miles faster than Mulford's record, has an accomplishment of the highest order. It certainly speaks well for the Roamer stock chassis and the Duesenberg motor, which is the same that is used in all the Duesenberg equipped Roamers, and has 4 1/2 in. bore, 6 in. stroke, developing 100 horsepower.

Ford Week in Buenos Aires.

For the last three years all the agents and subagents of the Buenos Aires Ford branch have assembled annually in Argentina's capital to discuss activities. When they come it is known as "Ford Week." A new assembly plant is being built by the Ford branch in Argentina.

BUSINESS CONTACT PLAN IS FAVORED BY AUTO CHAMBER

Representatives Heartily In Favor of Closer Relations.

Assurance of hearty co-operation in his plan for closer contact between the Department of Commerce and business groups was given to Herbert Hoover by representatives of the National Automobile Chamber of Commerce upon their visit to Washington.

The representatives in expressing the satisfaction of motor vehicle manufacturers with the plan gave evidence that all possible efforts would be made to co-operate fully in accordance with any suggestions emanating from the Department of Commerce.

To that end a committee of the National Automobile Chamber of Commerce is to be appointed, which will co-operate with the Department of Commerce in devising plans for the effective promotion of foreign trade in United States motor vehicles.

The co-operation will result in a foreign trade service of two kinds, promotional and intelligence. Before starting promotional work for the sale of motor vehicles abroad, the committee would confer with experts of the Bureau of Foreign and Domestic Commerce familiar with the particular countries in which the campaign is to be launched. Through these conferences, the promotional work could be made to conform to the actual requirements of the various countries.

This intelligence service is to consist of world-wide surveys to ascertain foreign demand for motor vehicles and collation of specific trade information. The surveys, by including data and information on costs of foreign products as compared with American, export trade of competitor nations, production and consumption, would enable the manufacturer to decide on a broad policy for foreign trade. What specific information is essential to the American manufacturer would be ascertained by the committee, which then will confer with the Bureau of Foreign and Domestic Commerce regarding means for securing it. The information, when received, will be distributed through the committee among American motor vehicle manufacturers, to whom it should prove invaluable when gauging foreign markets for their products.

Not only directly is this co-operative arrangement advantageous to the automobile industry, but these joint efforts may be made beneficial also indirectly in the solution of general problems affecting United States export trade, was

the belief expressed by the representatives, who included J. Walter Drake, chairman of both the Hupp Motor Car Company and of the foreign trade committee of the National Automobile Chamber of Commerce; H. H. Rice, vice president of the General Motors Corporation; H. M. Jewett, president of Paige-Detroit Motor Car Company; C. C. Hatch, vice president of the National Automobile Chamber of Commerce; Alfred Reeves, general manager, and G. F. Bauer, foreign trade secretary.

PRACTICAL PARAGRAPHS

Battery Box Drain.

A hole should be drilled in the bottom of the metal battery box to allow water of acid that happens to overflow to make its escape. This operation is assisted if the battery is raised up from the bottom of the box on four little wooden cleats, which also assist ventilation. The best way to preserve these cleats is to bolt them in place before they are put in place, as this prevents deterioration due to the action of the acid.

Rubber Cement.

When rubber cement has stood exposed to the air, even for a short time, it becomes so thick that it does not give good results in application. Many motorists think cement with gasoline, but the ordinary grades of gasoline contain considerable oil, which has a decidedly adverse action on the cement. High test gasoline or bluish-white of carbon is best to use for thinning.

Kerosene Anti-Freeze.

The question is frequently asked as to the advisability of kerosene oil as an anti-freeze liquid for use in the radiator during cold weather. Undoubtedly kerosene would prevent freezing in any temperature likely to be encountered in the United States, and it is cheap. Here its virtues end. Being an oil it will attack the rubber connections in the water system with a savage delight that will quickly destroy all such links in the system.

The Value of Solder.

When a wire carrying electric current is to be attached to a terminal or to another piece of wire, the common practice is to make the connection, wrap it with tire tape, and call it a job. The connection serves very well until corrosion of the parts sets in, which resistance to passage of the current is set up with increasingly detrimental results.

As a matter of fact, all connections of this kind should be soldered as soon as they are made. In soldering these parts, care should be taken to keep the solder from flowing on any part of the wire except the terminal, as the heat tends to make the wire brittle and likely to break. In doing the work, hold the tinned surface of the soldering iron close to the place where the juncture is to be made. Hold the iron steadily in the one place, so that the solder flows freely on the connection, and after completing the job, test with the battery to see that the current flows properly. As a flux for this sort of work, powdered resin dissolved in grain alcohol to a thin syrup, should be used, rather than the ordinary muriatic acid flux, which tends to destroy the insulation, besides being a conductor of electricity and likely to cause shorts.

Greasy Ford Axle.

It is a not uncommon experience with owners of Fords that, when the lubricant in the rear axle has become thinned by long use, it tends to work its way out and be spattered all over the wheels and brakes. An easy cure for this is to drill a small hole—3/16 of an inch is about right—in the bottom of the axle housing on each side. The thinned grease which gets to the ends seeps out through these holes. Care must be taken to place the holes high enough to allow enough grease for lubricating the differential gears, and also they must not be placed too near the end of the differential housing.

FABRIC, PRINCIPAL ELEMENT IN TIRE, HAS NOT DROPPED

Low Price of Rubber Not Sole Determinant, Says Manager.

"Speak of the rubber industry,"

says Frank Pickling, branch manager of the Washington branch of the Lee Tire and Rubber Company, "and the making of automobile pneumatic tires comes to mind as the biggest and perhaps most necessary part of it. People think of tires as so much rubber. Statisticians estimate that the average pleasure car consumes about 55 pounds of crude rubber annually. The nation's automobiles wear out every year about 500,000,000 pounds of rubber. Nearly everything about a tire is expressed in terms of rubber. Perhaps there is some excuse therefore for the popular inference that, when the rubber market stubs its toe, as it did some months ago, tires should be cheaper than they are today.

"Stand in the receiving room of any large tire plant and watch the shipment of enormous rolls of cotton fabric coming in day by day and you will realize how dependent this right arm of the rubber industry is upon the textile industry.

"Tire dealers will tell you that they occasionally run across people who think that the automobile tire is composed entirely of rubber and that rubber is poured into a mould in the making of a tire. The average tire-user knows a lot better than that, but he does not know that the fabric in a Ford size tire, for example, weighs almost as much as the rubber. In a truck tire, 35x5 inches, there is more than 4 1/2 square yards of cord fabric. Without the reinforcement of fabric the rubber automobile tire would not hold up.

To illustrate the great quantity of fabric incorporated with rubber in a year's output of tires, the Lee company have made an interesting calculation. Imagine a huge circus tent, larger than any "big top" the small boy ever dreamed of. This tent will be half a mile long and a quarter of a mile wide and 2,500,000 persons can sit under it. If this tent were made of automobile tire cotton fabric, every shred of it would be used in the Lee factory in one year's time for the making of Ford size tires.

"After all, it is fabric prices which largely determine the price

of tires. Tire fabric is still 25 per cent above prewar prices, and as cotton mill labor receives today twice the wages that it received before the war, there is little indication of an immediate decline in tire fabric.

"All chemical compounds which are used in tire making to effect a perfect 'cure' are from 60 to 70 per cent above 1912 prices. Rubber is the only material used in the fabrication of a tire which has fallen in price, but it represents only about 40 per cent of the material.

"There is talk of a coming tire shortage with rise in price. Whether or not the present curtailment in manufacture will cause the supply to lose pace with the demand, it may reasonably be claimed that good tires today are actually the cheapest commodity on the market. They are cheaper than in prewar times and render double the mileage in comparison with the tire of five years ago, built under old methods of construction."

Cleaning Carbon.

Many manufacturers who equip their engines with aluminum pistons advise against the removal of carbon deposits by the oxygen method, because the extreme heat generated is likely to injure the pistons.

Steering Knuckle Trouble.

The front wheel spindles upon which the wheels are mounted turn on the king bolt or pin. There are bronze pin bushings to take the wear but due to lack of lubrication the bolt often "freezes" in the bushing and then the bolt turns around causing wear where there is no renewable bushing. In a case of this kind, the king bolt should be removed by first removing the castellated nut at the bottom. After cleaning the bolt and the part it fits into, oil copiously and replace. Tighten the nut well.

Look at Battery Terminals.

Did you ever wonder why the engine does not show the accustomed pep or why the lights burn dimly or the ignition seems poor? Unfasten the wires and bars at the battery terminals and notice if they are clean. They must be clean if current is to flow freely. Scrub off with a stick any green or white deposit you see, and spread a little cup grease over the parts to prevent corrosion.

Ford Hint.

It frequently happens that when the first speed pedal on a Ford car is depressed the motor stalls without apparent cause, because the engine has been running fast enough

to take care of any ordinary load. The trouble will be found to be caused by the fact that the first and second speed band is overlapping and rubbing against the reverse band.

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What about "Reinforcements"?

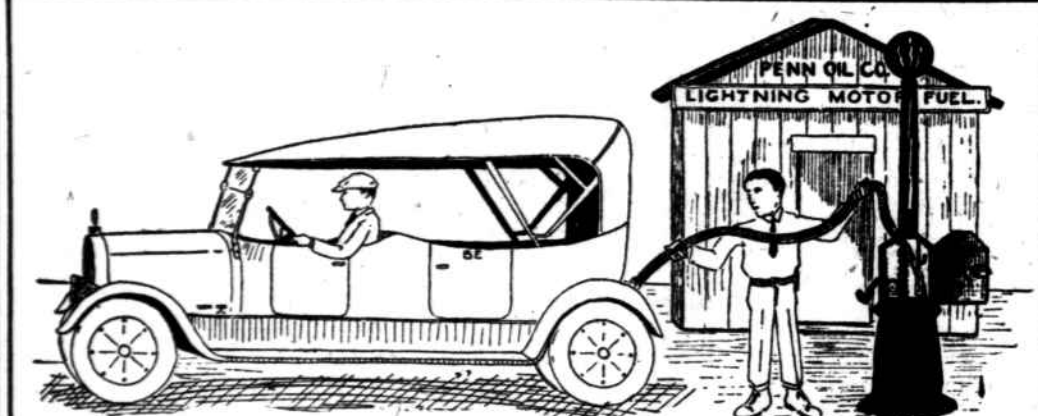
THERE was once a Great Indian-Fighter. He led his Brave Band against Unsuspected Odds. And History Records the Unequal Struggle that might have Ended Differently—if only Reinforcements Had Been Provided!

There are motorists who likewise go into action with a battery of no reserve power. It wages the unequal battle against frequent starts and the steady drain of lights at night. And some day an unresponsive starter records the plight of that battery—and its owner.

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